

CLASSIFIED MESSAGE

~~SECRET~~

DATE

2157Z 03 JUL 1962

TO : DIRECTOR

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

FPB

TOR: 2227Z 03 JUL 1962

EO 12958 3.3(b) (1) 25 yrs
(N)

ROUTING

1	4
2	5
3	6

EVAC

OPERATIONAL IMMEDIATE

IN 41445

RDP

TO OPIM

INFO

CITA

 5242

OXCART

EYES ONLY MR KIEFER COL BEERLI MR PARANGOSKY FROM NELSON

FLIGHT 21 AIRBORNE AT 1120, JULY 3, DURATION 58 MINUTES.

OBJECTIVE TAKE-OFF AT A MORE AFT CG POSITION AND TO ENGAGE THE AUTO PILOT FOR THE FIRST TIME IN FLIGHT. TAKE-OFF WEIGHT 35,390 LBS WITH CG AT 22.9 PER CENT. TAKE-OFF ON AB WITH WATER AND CLIMB ON AB TO 35,000 FEET AND 400 KEAS, 1 1/2 G WIND-UP TURNS MADE WHILE DECELERATING TO 300 KEAS. STATIC LONGITUDINAL STABILITY CHECKS WERE MADE AT 36,000 FEET DECELERATING FROM 300 TO 250 KEAS FOLLOWED BY ACCELERATING TO 300 KEAS WITH LITTLE TRIM CHANGE NOTED. THIS CHECK WAS REPEATED AT 28,500 FEET WITH ACCELERATION TO 325 KEAS WITH SAME COMMENTS. THE ROUGH AIR ENCOUNTERED AT 28,500 WILL PROBABLY ADVERSELY AFFECT THE OSCILLOGRAPH TRACES.

THE FIRST IN-FLIGHT ENGAGEMENT OF THE AUTO-PILOT WAS DONE AT MACH .7 AT 28,500 FEET. THERE WERE NO TRANSIENTS ON ENGAGEMENT. THE AIRCRAFT WAS FLOWN STRAIGHT AND LEVEL FOLLOWED BY CLIMBS AND TURNS IN BOTH DIRECTIONS. AUTO-PILOT FUNCTIONED WELL.

APPROVED FOR RELEASE
DATE: AUG 2007~~SECRET~~

~~SECRET~~

5242 (IN 41445)

PAGE TWO

THE AUTO-PILOT WAS THEN DISENGAGED AND THE AIRCRAFT DESCENDED 8000 FEET WHILE SLOWING FROM 270 KEAS TO 200 KEAS. FUEL WAS DUMPED AND DESCENT CONTINUED ARRIVING OVER BASE AT 12000 FEET AT LANDING WEIGHT.

LANDING WAS MADE AT 26 PER CENT CG AT 149 KNOTS. THE LAC CHUTE WAS DEPLOYED AT 130 KNOTS AND AFTER HARD BRAKING THE AIRCRAFT WAS TURNED OFF ON THE TAXIWAY. TWO TIRES WERE BLOWN ON FLIGHT 19 ON LANDING AND AGAIN THE SAME TWO WERE BLOWN ON FLIGHT 21. IN BOTH CASES THE BLOWOUTS WERE CAUSED BY SKIDDING AND IN BOTH CASES THERE WAS A STRONG CROSS WIND COMPONENT DURING LANDING AND BRAKING.

THE MOST AFT CG POSITION REACHED IN FLIGHT TO DATE IS 28 PER CENT. THIS IS AS FAR AFT AS THE CG CAN GO IN THE PRESENT CONFIGURATION.

FLIGHT 22 IS SCHEDULED FOR JULY 5 AT 1300 TO FURTHER INVESTIGATE AFT CG LOCATIONS AND TO SIMULATE REFUELING WITH THE F-104 PRIOR TO MAKING ACTUAL REFUELINGS WITH THE KC-135 NEXT WEEK.

THE KC-135 WILL BE [REDACTED] FOR FLUSHING OF THE TANKS AND BRIEFING OF THE CREW ON JULY 5 AND 6. LT COL HAUSER WILSON OF HEAD-QUARTERS USAF AND RED HARRIS OF SHELL OIL WILL ALSO BE PRESENT.

END OF MESSAGE

~~TOP SECRET~~